

Rpt. 1
DISCLOSED
SECTION
No. 763

STEEL STEAMER OR MOTORSHIP

15 SEP 1954

Received at London Office

State if Report has been sent on the Freeboard of the Vessel *yes.*

State if Report is sent on the Machinery of the Vessel *yes.*

DISCLOSED
SECTION
No. 763

Date of completion of report *14th September, 1954* Port of *Middlesbrough*

Survey held at *Middlesbrough and Hartlepool* Date First Survey *5th March, 1953* Last Survey *18th August, 1954*

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) *Single Screw Motor Tanker "CYGNUS" machinery aft.*

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Full scantling.* State Type of Erections *Prop, Bridge and freecastle.*

LIBERIAN. BRITISH.

under 933.08 9565.94

or spaces

image Dk.

Dk.

933.08 9565.94

10.608.76 10.877.46

6.168.44 6.139.44

ERED DIMENSIONS.

FEET

LIBERIAN 508.43

BRITISH 508.1

67.8 67.8

36.15 36.15

CLASS *+100A1*

"CARRYING PETROLEUM IN BULK"

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *496'-0"*

Breadth (greatest moulded) *B 67'-6"*

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 36'-5"*

1st Longitudinal Number (L x D) *=*

2nd Numeral L x (B + D) *=*

Framing Depth "d," at middle of length. See Sec. 3 (1d) *=*

Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.62.*

Do. Long Bridge to top of keel *=*

Draught Moulded *29'-0"*

State if with freeboard as condition of Class *no.*

Built at *Haverton - Hill-on-Tees.*

Launched *March 6th 1954.* Yard No. *463.*

Builders *Messrs Furness S.B. Co. Ltd.*

Owners *Petroleum Transport Co. Ltd.*

Managers *Canopus S.A.*

Residence *Monrovia.*

Port of Registry *Monrovia.*

If surveyed while building, afloat, or in dry dock *Building, afloat and in drydock.*

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
IS, Spacing amidships.....	34	✓	Bracket Floors, Frame		
" from 1/2 length amidships to Collision bulkhead.....	34 and 27	✓	" " Reversed Frame.....		
" in peaks	24	✓	" " Vertical Struts		
FRAMING.			Centre Girder, depth and thickness amidships <i>65 x 56 - 48.</i>		
e Amidships, Angle, <i>E or C</i>	10 x 3 1/2 x 42 B.A.	✓	" " top Angles <i>double</i> <i>3 1/2 x 3 1/2 x 50</i>		
" Extends up to.....	upper deck.	✓	" " bottom Angles <i>double</i> <i>5 x 5 x 56</i>		
rsed Frame Amidships, Angle	-		Side Girders, No. each side and thickness.....		<i>Engine girders as appa.</i>
" Extends up to	-		Margin Plate depth (excl. of flange) and thickness		
h of Framing Girder.....	10	✓	" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem		
es in Uppermost Continuous 'tween Decks, Angle, <i>C</i> or <i>C</i>	-		" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area		
" Second 'tween Decks, Angle, <i>C</i> or <i>C</i>	-		" " Gussets, spacing and scantling abaft 1/2 len. from stem.....		
" Third " " " ".....	-		" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area		
from 1/2 len. for'd. to 15% len. from Stem	10 x 3 1/2 x 42 B.A. and 10 x 3 1/2 x 45 B.A. in No. 1 Tank	✓	Tank Side Brackets, height above base line at toe of Frame and thickness		
in Peaks, Angle or <i>C</i>	9 x 3 1/2 x 43 B.A.	✓	INNER BOTTOM PLATING. IN MACHY SPACE.		
meter and Spacing of Rivets through Frame and Shell Plating amidships	7/8" dia. sp. 5 1/2" diam.	✓	Breadth and thickness of Middle Line Strake... <i>45 x 56</i>		
e if Frame Joggled.....	no.	✓	Thickness of remainder in Holds		
the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	yes.	✓	Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?.....		
the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	yes.	✓	BEAMS.		
E BOTTOM.			Uppermost Continuous Deck, amidships in Wells, Angle <i>E or C</i>		
rs, Depth and thickness at mid-line in Holds.....			" " in way of Bridge, Angle, <i>C</i> or <i>C</i>		
Height of Brackets at side above base line at toe of frame.....			Spacing		
dle Line Keelson, on Floors, Angles, <i>C</i> or <i>C</i>			Second Deck, amidships, Angle, <i>C</i> or <i>C</i>		
" " " Through Plate or Inter-costal Plate			Spacing		
" " " Foundation Plate on Floors			Third Deck, amidships, Angle, <i>C</i> or <i>C</i>		
" " " Flat Plate Keel Angles			Spacing.....		
Side Keelsons, No. each side.....			Fourth Deck, amidships, Angle, <i>C</i> or <i>C</i>		
" " thickness of Intercoastal Plate.....			Spacing.....		
" " Angles			Poop Deck, Angle, <i>E or C</i>		
DOUBLE BOTTOM. IN MACHINERY SPACE			Spacing.....		
Solid Floors, thickness and spacing <i>every fr. 44" clear of engine. 62" in way of engine</i>			Bridge Deck, Angle, <i>C</i> or <i>C</i>		
" " Are Frame and Reversed Frame joggled?	no.	✓	Spacing.....		
Bracket Floors, breadth and thickness at middle line			Forecastle Deck, Angle, <i>C</i> or <i>C</i>		
" " breadth and thickness at margin plate.....			Spacing.....		

PILLARS AND DECKS.

		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.			INCHES IN SHIP.	Any Ap
PILLARS, No. of Rows				Stringer Plate, breadth and thickness in way of Bridge		-	
„ in 'tween Decks, Size and Spacing				Thickness of Plating abreast Deck openings in way of Wells		-	
„ „ „ „ „				Thickness of Plating abreast Deck openings in way of Bridge.....		-	
„ in Holds „ „ „				Thickness of Plating within line of openings...		-	
„ „ „ „ „				If Sheathed, material and thickness.....		-	
Centre Line Bulkhead.				Third Deck.			
Stiffeners and Spacing				Stringer Plate, breadth and thickness.....		-	
Plating, thickness of				If Plated, state thickness		-	
STRINGERS AND DECKS.				Fourth Deck..			
Uppermost Continuous Deck.				Stringer Plate, breadth and thickness.....		-	
Stringer Plate, breadth and thickness in Wells	90 x .86			If Plated, state thickness.....		-	
„ „ „ „ in way of Bridge	90 x .98			Poop Deck.			
„ Angle in Wells	7 x 7 x .86			Stringer Plate, breadth and thickness.....		.35	
Thickness of Plating abreast Deck openings in way of Wells71			Plating, Sheathing, material and thickness35	
Thickness of Plating abreast Deck openings in way of Bridge.....	.71			Bridge Deck.			
Thickness of Plating within line of openings...	.71			Stringer Plate, breadth and thickness.....	7 1/2 x .35		
If Sheathed, material and thickness.....	-			Plating, Sheathing, material and thickness35 and .30		
Second Deck.				Forecastle Deck.			
Stringer Plate, breadth and thickness in Wells	-			Stringer Plate, breadth and thickness.....	.35		
				Plating, Sheathing, material and thickness...	.35		

SHELL PLATING.

SCANTLINGS.					RIVETING.					
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	RIVETS.		BUTTS.	
	Breadth.	Thickness.	Thickness.	Thickness.			SINGLE OR DOUBLE.	Diam.		Spacing cr. to cr.
	Inches.	Inches.	Inches.	Inches.		Inches.	Inches.	No. of ROWS OF RIVETS.	Diam.	Spacing cr. to cr.
Flat Plate Keel..... "A"	55	1.04	1.04	1.04		welded				
„ Dblg. (if any)	-									
Bottom Plating, No. of Strakes 3... B.C.D.	95	.73	.50	.50		welded				
Bilge Plating, No. of Strakes 2... E.G.F.	E=78 F=66 1/2	.76	.50	.50		double	1"	3 3/4		
Side Plating, No. of Strakes 3... G.H.I.	G=78 H=78 I=83 1/2	.71	.50	.50		G to H WELDED. H to I RIVETED. I to K WELDED.	7/8	3 3/5		
Upper Deck, Sheer-strake in Wells. 4...	77 1/2	.96	.50	.50		double	7/8	3 3/5		
Upper Deck, Sheer-strake in Bridge ...		1.15	.50	.50		double	7/8	3 3/5		
Strake below Sheer-strake in Wells	73 1/4	.71	.50	.50		welded	-	-		
Strake below Sheer-strake in Bridge71	.50	.50		welded	-	-		
Poop Side Plating.....	-	-	-	.45	.54 FORE END	Single	3/4	3/4		
Bridge Side Plating.....	-	.45	-	-		one plate	-	-		
Forecastle Side Plating	-	-	.45	-		Single	3/4	3/4		

WATERTIGHT BULKHEADS.


Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c) *15 as approved.*

„ Deck next below ✓

As per Rule ✓

FORGINGS AND CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	A ft Pl
KEEL, Bar	—			
STEM	FORGING	11" x 3" TO 17'-0 W-L		
	FASHION	PLATE ABOVE 73 TO		
STERN FRAME	CASTING AS APPROVED.	WOLSENGHAM STEEL CO. LTD.		
<div> <div> X </div> <div> Propeller Post Rudder </div> </div>				
Speed of Vessel	13 1/2 KNOTS.			
RUDDER—Type	"AEROFOIL"		CASTING WOLSENGHAM	
A x D	192 SQ. FEET.			
" Diam. of head	11 7/8"	11 3/4"		
" Mainpiece at top pintle	—			
" " heel	—			
" how constructed	WELDED WITH INTERNAL			
" double or single plate coupling, vertical or	DOUBLE.			
" horizontal	HORIZONTAL.			

Plating Thickness.		STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D,	Upper 'tween decks	.50 and .42"	Corrugated	3 stringers as appd	
"	Second	-			
"	Third	-			
"	Holds				
COLLISION	(in Hold)	.30 D. 53" 9x4x.50 OA OF 25x.25 OF 10x 25	2'-6"	STEEL-BOX BEAMS AC TANK TOP AND DECK TANK TOP	
AFTER PEAK		.314 .50 INTERSTIAL PLATES 8x10x.50 OA INVERTED	2'-1"	HORIZONTAL GIRDER AS APPD.	

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *South Durham Steel & Iron Co - Cargo Fleet Iron Co - Roman Lang & Co Ltd - Skinningrove Colvilles Ltd - The Steel Co. of Scotland - Causett Iron Co.*

Has the Steel been tested as required by the Rules? *YES. /*

Furness M & Co Ltd. Jarvis No 463.

M.V. "CYGNUS"

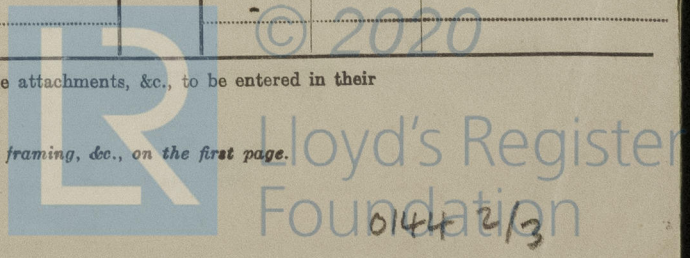
Mell. Rpt. 20274.

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.	AMIDSHIPS.			ENDS.			Any Departure from Approved Plans to be Noted.	RIVETING.				
	In Ship.			In Ship.				Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.	Rivets in Brackets to Bulkheads.	
	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.		Diam. Inch.	Spacing. Inch.		Number.	Diameter. Inch.
L or C	Inverted butt angles at deck											
Space 'tween Decks	Flanged plate longitudinal in bottom.											
Uppermost Continuous	Transverse.											
No. 1												
" 2												
" 3												
" 4												
" 5												
" 6												
" 7	20x56 flanged plates. Fl. 4" welded to shell											
" 8	- do -											
" 9	- do -											
" 10	- do -											
" 11	- do -											
" 12	- do -											
" 13	- do -											
" 14	- do -											
" 15	- do -											
" 16	- do -											
Amidships	2'-6"			/								
At Ends	2'-6"			/								
Top Longitudinals												
Bottom	Transverse framing in											
Longitudinals	way of double bottom											
At ends...	banks aft.											
Transverses.												
Depth and Thickness	✓											
Face Angles												
Lugs to Shell*	34/31											
Depth and Thickness	31 x .44											
Face Angles	4"											
Lugs to Shell*	welded.											
Depth and Thickness	IN CR. TANK. 65 x .50			IN WING TKS. 48 x .45								
Face Angles	17 x .95 FACE FLAT			5 x .49 FACE FLAT								
Lugs to Shell*	welded.			welded.								
" " Back Bars	-			-								
Brackets	As appd.			As appd.								
Transverse Frames	11'-4"			11'-4"								
If joggled or liners.												
Bridge Deck	6 x 3 x .36 B.A. riveted						Spacing. 30"					
Upper	10 x 3 1/2 x .42 B.A. inverted & welded						30"					
Second												
Third												
Transverse Beams.												
Plate.	37 x 43											
Face Angles.	9 x 52											
Any departure from Approved Plans to be Noted.	See plan											

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, &c., to be entered in their respective places provided for on the Report Forms.

NOTE.—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, &c., on the first page.



Lloyds A & CR + LMC 8.54 (With Torsional Endorsement.)

EQUIPMENT No. 53636.

LETTER ft

ANCHORS.

Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 53.		Description of Anchor.	Makers.	Where and when tested, and Superintendent.
	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	lbs.			
WER	90	1	14				63	12	2	0	90	0	BYERS IMP. TYPE.	SAM. TAYLOR	CRADLEY HEATH
													C.S. HEAD.	BRIERLEY HILL.	12-5-54 H.P.
	90	1	21				63	12	2	0	90	0	- do -	- do -	- do -
	78	2	0				57	17	2	0	77	2	- do -	- do -	- do -
	259	1	7								257	2	- do -	- do -	- do -
	26	3	7				26	5	2	14	26	2	STEEL STOCK. E.W.	- do -	- do -
													RODGERS PAT.	- do -	- do -

CHAIN CABLES.

HAWSERS AND WARPS.

and size died.	Test per Certificate.		WEIGHT OF CHAIN CABLE.			Length and Size per Table 53.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire.	Length and Size per Table 53.	
	Statu- tory.	Break- ing.	Supplied.	Per Rule.	Cwts.	Length.	Diam.					Length.	Cir.		Length.	Cir.
Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Fathoms	Ins.					Fathoms	Ins.	Tons.	Fathoms	Ins.
3/4	127	178	782	2	2	300	2 1/2	STUD LINK	SAM. TAYLOR	NETHERTON.						
WING SHACKLES								"TAYLOR"	BRIERLEY HILL	4-5-54 H.M.						
LINK ADAPTOR PIECE			3-14						- do -	- do -						
"			3-14						- do -	- do -						
"			3-14						- do -	- do -						
LINK			1-1-8						- do -	- do -						
END SHACKLE			1-1-14						- do -	- do -						
5"																

Type (Power or hand) *Steam hydraulic, 6000 lb. ram type.* Alternative Means of Steering *Independent*

(Size and Test) *by me. Taggart Scott & Co. Ltd.* Windlass *Steam. Clarke Chapman* Boats *3 rowing. 38 persons each*

thickness and material *none.* Cargo Battens *INFOR HOLD.* thickness, material and spacing *3 1/4" COPE IRON*

(Upper Deck) *5'-9" x 2'-11" oval 3 1/2" high x 75 coaming.* Thickness of Hatches *52 steel covers.*

No. 1 (Fwd.) *11'-2 1/4" F&A* No. 2 *10'-0" TAWARTSHIP* No. 3 *none* No. 4 *none* No. 5 *none* No. 6 *none*

ing Beams } *none* For FURNESS SHIPBUILDING CO LTD

After } *none* Builder's Signature *W. B. Buntine*

NOTIFICATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel. *Motorship*

the vessel, not being an oil tanker, is fitted for carrying oil as cargo. *oil Tanker.* The positions in which oil is carried as fuel or cargo should

together with the flash point (where required to be inserted in the Notation). *This ship has been built under special*

conformity with the Society's Rules and Regulations and Secretary's letters.

design and arrangements of the ship are as given in the report (and as shown

drawn on the approved plans now forwarded. All modifications or additions

equal approved arrangements made during construction have been indicated

and have been approved as being in accordance with, or by standards

to, the Rule requirements. The plans of midship section and profile and decks

the ship as built, now forwarded herewith have been checked with the

arrangements and found in order. The workmanship and materials are

cargo is carried in 9 main centre tanks and 18 wing tanks. Oil fuel is carried

in (Forward), oil fuel bunkers aft (at sides and after end of machinery space)

double bottom tanks in engine room (F.P. above 150°F.) The main cargo tanks,

tanks, cofferdams, oil fuel bunkers, settling tanks, double bottom tanks and

have been pressure tested to Rule requirements and found good. The weather

of cargo tanks, watertight doors and superstructure bulkheads have been hose

to satisfactory results. Steam steering gear (engines in duplicate) windlass

anchors and cables have been tested at sea under working conditions and found

strong. Freeboards as assigned have been cut in on the vessel's sides, and verified.

TONNAGE		Fees applied for,
Amount of Entry Fee.....	£145	
FREEBOARD FEE.....	50	14/9/1954.
Special Survey Fee.....	£1605	Received by me,
SAFETY CERT. FEE.....	31	19
Travelling Expenses, if any	£ - - -	

(Special notations, where part of class, to be stated.)

I am of opinion the Vessel should be Classed *+100A1*

"CARRYING PETROLEUM IN BULK"

Whether the Vessel has been built under Special Survey *YES.*Signature *A.P. Scott & T.A. Blagden*

Surveyor to Lloyd's Register of Shipping.

To be sent to *Hull: Middlesbrough Office* Date of issue *10/11/54*

Committee's Minute

FRIDAY 15 OCT 1954

Factor assigned

*+100A1 Carrying Petroleum in Bulk.**8.54 Nwe.**Lloyds A & CP**+LMC 8.54 (With Torsional Endorsement.)**2 DB 150 lb.**CL.**Oil Eng.**Write Mdb.**SRI*

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Lloyd's Register
Foundation

0144 3/13

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded to the Plans should be embodied.)

This vessel is similar to, though not identical with Furness yard, "LONDON PRIDE" and yard no 431 "LONDON ENTERPRISE".

Aluminium alloy has been used in the construction of the wheelhouse the lifeboats are of aluminium construction.

The vessel was drydocked after trials, on the Tyne at Messrs Palmer & Hebborn (See Newcastle reports 111720 herewith.)

Vessel undocked August 28th 1954.

The vessel has been surveyed on behalf of the Liberian Government City following Liberian certificates issued:— Loadline, Safety equipment, Tonnage and Radiotelegraphy.

PARTICULARS OF ELECTRIC WELDING (if employed)

All shell butts — seams of bottom shell and of side shell. Internal structure of main cargo tanks and oil fuel bunkers. Deck longitudinal — longitudinal girders to shell. — Bulkheads welded to bottom and underside of deck — seams and butts of upper, poop, bridge and forecastle deck. Tank top in machinery space & structure in double bottom aft — Rudder. Seams employed in other items of minor structural importance throughout ship — Rudder.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

Cruiser stern — Long. framing at bottom and deck — Part sec. welded — Machy aft — E.S.D. — G.Y.C. — D.F. — Radar.

RADAR Equipment (State if fitted)

State Type or Pattern No. Cassor.
State Name of Supplier. Societe Anonyme de Telegraphic Sam

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower	62	1	0	A.E.G.	4191	12-5-53.
2nd "	62	1	14	K.F.	4225	19-5-53.
3rd "	50	1	20	A.E.G.	4494	11-9-53.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 110'33 ft., R.Q.D. ft., Bridge 42.5 ft., Forecastle

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.

Official No. 424. Signal Letters E.L.M.Q. Extreme Breadth over Belting 67.8' Over-all Length 525' (Circ. 1611) (Circ. 1703)

No. and Material of Decks One deck steel.

Parts of Bottom of Vessel coated with cement or approved composition Bottom of after peak, fore peak and engine fresh water tank cemented. Shell in pump room coated with solution and enamel.

Particulars of composition (if fitted) and of approval wales have "Bitumastec" in pump room.

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284) Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.
	Feet.	Tons.		Feet.
Double bottom, aft,	84		Fore peak tank,	FR. 177 TO STEM.
Double bottom, under Engines and Boilers,			After peak tank,	FRS. 1 TO 11.
Double bottom, if under Engines only, Cell D.B. 88' O.F. pt. F.W.			Deep tank, aft,	
Double bottom, if under Boilers only, Side tanks in machy sp. O.F.			Deep tank, forward,	FRS 164-177
Double bottom, forward,			Other tanks, if fitted,	
Total length (if continuous) and Capacity			(If necessary furnish further information by sketch.)	

Order for Special Survey No. 1145

Date 22.5.51

Dates of Surveys held while building

Mar 5. May 13. June 26 30 July 13 16 23 Aug 11 17 19 20 24 Sept 2 7 8 11 14 18 27 30 Oct 1 4 9 11 12 13 17 18 25 29 Dec 1 2 7 15 17 18 21 23 29 30 Jan 5 6 7 8 11 12 13 14 15 18 19 20 21 28 29 Feb 12 3 4 5 8 9 10 11 12 15 16 17 18 22 23 25 26 Mar 1 2 4 8 25 April 21 30 May 20 24 25 26 28 June 3 8 9 10 11 14 19 20 21 Aug 4 10 12 16 18

Total No. of Vis